

**IN THE SPECIFICATION**

Please add the following section heading at page 1, before line 1:

**TITLE OF THE INVENTION**

Please add the following section headings at page 1, between line 2 and line 3:

**BACKGROUND OF THE INVENTION**

**I. Field of the Invention**

Please add the following section heading at page 1, between line 13 and line 14:

**II. Description of Related Art**

Please add the following section heading at page 4, before line 1:

**BRIEF SUMMARY OF THE INVENTION**

Please add the following section heading at page 5, between line 8 and line 9:

**BRIEF DESCRIPTION OF THE DRAWINGS**

Please add the following section heading at page 5, between line 21 and line 22:

**DETAILED DESCRIPTION OF THE INVENTION**

Please amend the paragraph at page 6, lines 1-5, as follows:

Internal combustion engine 1 is connected to a reducing stage [[7]] 1'. Wheels 3 are connected to two reducing stages 3'. A first electric machine 2 of the variator is connected to a reducing stage 7 and a second electric machine 4 is connected to a reducing stage 4' and to two mode-changing systems 8 and 9.

Please amend the paragraph at page 10, lines 16-21, as follows:

A controller 147 of the operating point of internal combustion engine 130 receives an operating point target value from controller [[145]] 135 and generates adjusting signals suitable for actuators for determination of the operating point of internal combustion engine 130. In one embodiment, such an actuator is implemented by the butterfly valve of the carburetor.

Please amend the paragraph at page 10, line 21 to page 11, line 4, as follows:

An operating controller 148 of first and second electric machines ~~130 and 131~~ 130 and 131 132 respectively makes it possible to determine, for each machine, whether its mode of operation will be that of a motor or generator. On the basis of this determined mode of operation, the controller determines, for each machine, its speed of rotation and/or its torque or else its armature voltage and/or its armature current. In a preferred embodiment, the two reversible electric machines are electrically charged by means of an electrical energy accumulator, which cooperates with a device for management of an electrical energy accumulator. Controller 148 receives a target value of the operating point from controller 135 and produces suitable adjusting signals for the pilot-control circuits of the electric machines. Such pilot-control circuits make it possible to regulate the supply of the armature of the motor or else to orient the electrical energy produced in generator mode of operation.

Please amend the paragraph at page 11, lines 18-20, as follows:

Toothing 155 is integral with planet carrier 159 (PS1, Fig. 3) of the second epicyclic gearset 138 in Fig. 3, which thus constitutes the first gearset of the compound gearset of the primary power train of the invention.

Please amend the paragraph at page 11, lines 21-22, as follows:

The second epicyclic gearset 138 is provided with a sun gear 174 (P1 in Fig. 3) and with a ring gear 161 (C1 in Fig. 3).

Please amend the paragraph at page 11, lines 23-25, as follows:

First epicyclic gearset 137 in FIG. 3 is provided with a sun gear 162 (P2 in Fig. 3), a planet carrier 160 (PS2 in Fig. 3) and a ring gear 175 (C2 in Fig. 3).

Please amend the paragraph at page 11, lines 26-27, as follows:

Planet carrier 159 of ~~first~~ second epicyclic gearset 138 is integral with ring gear 175 of ~~second~~ first epicyclic gearset 137

Please amend the paragraph at page 11, lines 28-29, as follows:

Ring gear 161 of second epicyclic gearset 138 is connected to or integral with planet carrier [[161]] 160.

Please amend the paragraph at page 12, lines 16-18, as follows:

The third epicyclic gearset 141 of the gearbox of the invention is provided with a sun gear [[76]] 176 (PC in Fig. 3) and a ring gear 177 (C<sub>c</sub> in Fig. 3).

Please amend the paragraph at page 12, lines 26-27, as follows:

Similarly, ring gear 177 of third epicyclic gearset 141 is integral with sun gear 178 of the fourth epicyclic gearset 142.

Please amend the paragraph at page 13, lines 16-19, as follows:

Shaft [[158]] of gearbox 156 is terminated at its other end relative to internal combustion engine 150 by a pinion 171, which is connected to second electric machine 152 via a pinion 171 connected to pinion 173 via a chain 172.

Please amend the paragraph at page 13, lines 21-25, as follows:

Similarly, sun gear 162 of ~~second~~ first epicyclic gearset 137 (FIG. 3) of the compound gearset carries an external toothed wheel 165, which is coupled via a chain 166 to a pinion 167 integral with the shaft of the rotor of first electric machine 151 of the electric variator of the infinitely variable transmission of the invention.

Please amend the paragraph at page 14, lines 27-30, as follows:

In order to reassemble the two power trains, ring gear c of first epicyclic gearset 45 and sun gear p of third epicyclic gearset 47 are joined and connected also to a reducing stage 52, which has a speed ratio [[K<sub>1</sub>]] K<sub>e1</sub> and is connected to the other electric machine 44.

Please amend the paragraph at page 15, lines 23-25, as follows:

When brake 48 is clamped, the element of the third epicyclic gearset 47 on which it is applied, in this case the planet carrier ps, the gearset bears on case 50 and introduces a step-down ratio.